ABDITIONAL FROM THE SAN FRANCISCO.

ARRIVAL OF THE LUCY THOMPSON

One Hundred Passengers and Soldiers Saved by the Bark Kilby.

AWFUL SUFFERING BY STARVATION ON BOARD THE KILBY.

Thrilling Narratives of the Disaster to the San Francisco and the Sufferings of the Passengers.

Additional Lists of the Names of those Lost and Saved.

MEETING AT THE MERCHANTS' EXCHANGE.

About eleven o'clock yesterday morning, the packet ship Lusy Thompson, from Liverpool for this port, was report ed below making her way against a wind which was dead

The pilot boat Mary Taylor boarded her, and furnished pilot, when the Captain of the Lucy Thompson states to the remaining pilots on heard the Mary Taylor the name of his ship, and that she now had on board a party of United States troops, which she had taken from off a ship, which ship had received them from a steamer in

It is therefore almost certain that this is the entire party which went on board the ship Kilby from the San

Subsequently we learned that Captain Pendleton, of the Lucy Thompson, had also requested the pilots to report in the city the necessity of sending assistance to the steamer San Francisco, as the people now on board his ship left nearly three hundred more suffering persons in her when they were rescued. This made it pretty certain that the party or the Lucy Thompson is made up of the passengers from the Kilby, and not of those from the Antarotic as at first supposed.

In the early part of the afternoon the following telegraphic despatches reached the office of Mesers. Howland

About 2% P. M.
The ship is still at anchor. There have been tugs near
her during the day, but they could not communicate. No
tug near her now.

g near her now.

3½ P. M.
The weather is moderating. There is a tug—has got a
six in tow—going in the Hook.

About four o'clock in the atternoon, Messrs. Howland

& Aspinwall despatched the powerful steaming Titan to the Lucy Thompson, in order to get her up last night, if at all possible. The Titan was furnished by the firm with a large supply of warm clothing, both for males and fa-males, a quantity & blankets, and plenty of fresh provi-

invitation to all the sufferers to proceed at once to the private houses of each or any of the members of the firm of Howiano & Aspinwall, and to consider themselves as at home there so long as their unhappy circumstances re-

The Lacy Thompson is a very fine new ship, scarcely two years built, and has only about two hundred passes gers on board now, although she can easily accommodate than four Fundred. Owing to the plenty of space vacaci, all the rescued sufferers will be som until the supplies of Mesers. Zewland & Aspinwall reach them, and then until they are landed in New York.

About six o'clock on Friday evening the pilot boa Phantom, (No. 17,) of New York, brarded the bark Kilby of Beston, off Fire Island. Mr. Richard Desker, pilot

The Kilby reported that she was then sixty eight days from New Orleans, and has over one hundred United States troops on board, which she had taken from the

The Kilby was leaky, crippled from the storm, and

The above facts were reported at the office of the Com-

miseary General about seven o'clock last evening, and immeasures were taken to despatch a steamer in search of the Kilby.

heavy squally west wind blowing, which freshened into a severe gale during the night, so that it is very difficult to may what resition the ship may be in now, but it is most

Titan returned to the city. She had boarded the Lucy Thempsoe, and brought to town about one hundred officers, soldiers, and passengers, which had been taken from the Kilby, leaving only four passengers and thir-teen soldiers on board that vessel, the latter having rolanteered to remain to assist in working the bark to port. The Lucy Thompsen supplied her with sail and driven into the Gulf Stream; but we are in hopes that ahe has been enabled to hold on till the weather moderated. If so we may expect her here some time to-day or to

The following intensely interesting statements give all the additional information we have received:— STATEMENT OF A PASSENGER SAVED IN THE BARK KILBY.

TO THE EDITOR OF THE NEW YORK HERALD.

The stramship San Francisco, one of the Pacific Mail the 22d of December, with the Third regiment of U. S. Artillery and several passengers on board, en route to San Francisco, via the Staits of Magellan, was wrecked on

The particulars of the disaster are simply these: The steamer had been nobly contending with the elements during the twelve hours previous to the wreck, but the machinery became unmanageable, and the vessel, which an immerse wave, entirely sweeping her stern, and carrying the burricane deck, with about one hundred souls, overboard. I myself was one of the many who immediate'y gained the upper deck, supposing that the vesse was fast foundering; and under this supposition we clang together, some with life preservers, others with chairs, ready to precipitate ourselves, at a moment's warning into the augry billows which raged around us.

As we stood there upon the deck in one of the highest seas I have ever witnessed, and the wind howling arou sees I have ever witnessed, and the with toward account must be agitate the waters, the sun arcse suddenly in all his glory, throwing its rays of brightness and of hope athwart the vast space around us, and saw itself reflected in each wave which rose foaming and brilliant into sight. reached the upper deck-there, amidst the rules of ladies had been placed, and there, upon the with Mr. Cooper, a clergyman on board, in fervent prayer to Almighty God for our preservation. As we laid here, steemed, during the long, long days of suspense, more the some horsis dream, than live reality. Each hour some new name was spoken of as flaving gone—and still the passengers kept up their spirits to the last; but there was

pumped. Of these I feel myself in duty bound to an particularly. They were, Lieutenant Charles S. Winder,

Too much praise caunot be awarded to these young officers, who worked night and day to preserve the lives of those on board. The greatest confusion prevailed in every department of the vessel. Several days of suspense were thus passed, during

which we drifted in sight of sails which we could not

The loss on board of the steamer, as nearly as could be

estimated, exceeded two hundred and fifty, including Lieut. Col. Washington. Major Taylor and wife.

Lieuterant Smith.

Mins Belton. Mr. Gates. D. C. Shockwell.

On Wednesday morning, the 28th of December, the bank Kilby, of Boston, came in sight, and the Commodore succeeded in boarding her, and in effecting a charter in behalf of the government to take off as many of the sou is on board the steamer as possible.

Towards evening the asa became quiet, and the disembarkation commesced. Two boats were kept going back and forth from the steamer to the bark, until dark, and then discontinued to await the morning, in consequence of the heavy sea which was running, be they should continue. The following are the names of those who came on board the Kilby that night :-

Lieut. Murray, U. S Navy. Col. Gates, wife and family. Maj. Merchant and family, disabled. Capt. Judd and wife. Lieut Col. Burke, severely wounded. Dr. Satterlee, disabled.

Lieut. Loeser, wife, and Miss Eston Lieut. Fremont and family.

Capt Gardiner.
Lieut. Van Voast, First Dragoons, disabled. Madame Besse.

G. W. Aspinwall. J. L. Graham, Jr.

Rev. Mr. Cooper, wife and family. Mrs Maj. Wyse and child.

Mr. Southworth, and about one hundred soldiers. After the boats had been hauled in on that evenis folent gale from the northwest sprung up and las during the night, so that when daylight came we had lost sight of the steamer; and, although we cruised around two days in search, we could see nothing of her.

The Kilby, on which I also embarked, was short of provisions, and we were obliged to break into her cargo, nd get at some corn, which was all we had to keep us for two weeks. Our supply of water was also very out of her hold to make room for us to sleep in, and there ain of the Kiby, Mr. Low, is entitled to much oredit for the manner in which he managed his vessel, and the attention he paid to the passengers. He had, however, many obstacles to contend against. His sails were all old and incomplete, and he was cripped in every way so that many of us had given up all hope of ever reach ing the shore, when on Friday morning, Jan. 13, we fell in with the packet ship Lucy Thompson, C. B. Pendleton, master, from Livergool, which took us all on board with the exception of about ten soldiers, who volunteered to stay by the captain of the Kilby, and four passengers

Mr. Falcon, Brasilian Consul. Madame Besse. Mr. and Mrs. Abrid On the Saure artes

oured a pilot, and anchored inside of the Light Ship. who sailed in the San Francisco. God preserve the rest!

STATEMENT OF FREDERICK H. SOUTH-WORTH.

DEAR SIR:-

I forward you a few of the most prominent items of the appalling wreck of the magnificent Pacific mail steam

of life, I shall not be able to give you a very detailed account of this heart rending disaster, and the consequent dred human beings, (probably more,) hurrying them un-

prepared into a watery grave On the morning of the 21st of December, 1853, this truly splendid steamer anchored at the Quarantine ground, and after receiving on board over 600 souts— mostly troops for California—the next day, (the 224, at balf-past eight o'clock,) we proceeded to sea. The mobie ship glided through the waters as if she had long known old ocean, and her engine and machinery, together with her new paddle wheels, worked well, and called forth the admiration of all on board. Her motion was easy, and the gilt phomix upon her wheelhouse seemed to extend its golden head and wings to speak its joy for a new triumph in steam navigation. On the 23d the weather was as pleasant as could be expected in the Gulf Stream at this season of the year; but as the golden sun set behind the dark clouds along the western sty, indications were given of a coming gale. Soon the gra dually rising winds increased to a perfect hurricane-which tossed the steamer like a cork, to and fro; and now the augry waves began to roll high, and threatening and dashing over the guards, occasionally washed a man, or some boxes on live stock, into the roaring ocean. At about 12 o'clock the gale had broken the foremast,

and the waves, as they washed our deck, broke away the upper deck, against being carried overboard. To add to our already perilous situation, the air-pump rod broke at our arready persons situation to the 24th. The upper saloon aft the wheel houses was surrounded by statercoms occupied by officers and a few way passengers for Rio Janeiro and Valparaiso. Besides these occupants, these saloons were crowded with soldiers, who were forced in here by of them to remain on deeb, and there was no other place for them, inasmuch as the forward deck cable, and state rooms, were filled with soldiers, accomp. sled by their wives and families. Colonel Barks, the officer of the day, ordered the soldiers into the after cabin; and when all had crowded into it who could find standing room, they numbered at least one hundred and fifty. At about 8 o'clock a mighty swell, such as can only be formed by old ocean when lashed by such a tempest, struck our vessel amidships, completely submerging the wheelhouses, and washing them, with al their inmates, within an instant, at least half a mile dis among the number who were washed away, and the only two of this entire company who were successful in regain-ing the ship. All the rest sunk into the jaws of death, and were rocked into an eternal sleep by the roaring and were rocked into an eleran sleep by the rokering, swelling sea. As I can only describe the awful situation of these mortals by my own experience, I hope I will be excursed for alinding to myself. I well remember I was lying in my statercom on the after desk, with a travelling companion, Mr. James Stockwell, when there came a shock and sudden crash of breaking timber, and

enabled at last to crast upon the forward deck, and there with my hand broke open a state room windsw and crept 'nto it balf drowsed. While in the water, the sight around me . 24 worse than death itself. when I rose to the surface of the mater, I saw about forty strugeling for life, and about one half or them had blood streaming from wounds about their heads. Being blinded by what I thought was the salt water, I put my hand to my orehead to wipe away the brice, when I was surprised to find I was bleeding myself that most of those washed away were at the same time wounded by the crashing timbers. Besides myself, Mr.

Such was the force of the waves that they broke in a part of the deck, and killed and injured several, besides deluging the passergers in the lower cabins, and filling the saloons with water. Captain Gardiner slept on deck, and was not swept away with the others, but at one tim found a man by his side, with a splinter throat through his bead, which must have killed him fastantaneously.

Rankin was the cally one saved of the number who were

After I recovered myself I locked around me, and the where the officers, with their wives and children comfortable as circumstances would permit. no pen describe. The storm continued to rage wire at the mercy of the waves, without steam of sail. As wave after wave came dashing against us, shrick after spriek came from those who dreaded to look ie he grave. Nearly all gave up all hopes of safety, and many were patiently waiting to be summoned before the Almighty Ruler of the storms Stout hearts yielded, who tried to pray who had never prayed be fore It was a seene such as made the blood ourd! around the heart, and all pulsation cease The very thoughts of the hours and days of suffering now freeze my blood as it courses through my value. It worthy of remark that in the hour of our greatest peril, Commander Watkins, Captain Mellus, Lieut. F. R. Murray, and other gallant officers, constantly revived the sinking spirits of all on board by repeated assurances of safety. These heroic men constantly bid the desponding be of good cheer; and Heaven only knows how many blood by these gallant men.

The Rev. Mr Corper, an Episcopalian clergyman, read daily from the Holy Book of life appropriate passages, and offered up prayers for our de iverance. To us those prayers were answered. Those who sank beneath the ccean has taken them to its bosom, and their requien was sung by the whistling winds of heaven.

During our days of distress the small engine was kept constantly at work pumping, and by its aid the ship was kept aftest. The San Francisco proved herself strongly built, because no vessel, unless made of oak and iron, well put together, could have swam an hour in such a they might have been, and perhaps to this we owe ou strength, and not yielded to the wave, such was its force that it would have overturned the ship, and not a single soul would have been left to tell the awful tale.

bark Kilby. This vessel was loaded with cotton and sixty bales of cotton were thrown overboard, to make ring the passesgers into the Kilby from the wreck in such parents, triend from friend, with no assurance of ever seeting more. Oh! it was an awful state, and cold is the keart of him whose pulsation is not quickened or his eye dimmed with a tear, at its rehearsal. The Kilby

The names of those left on board the steamer were: Major F. O. Wyse,

Lieut. M. A. Winder, C. S. Winder, Chandler,

And about three hundred others, soldiers and crew. [The above officers, with many of the passengers, arrived safe ly in New York in the Three Bells, as published in the HERAID yeaterday.]

The names of those on board the Kilby are:-Col. Gates, wife and three children, Col. Furke,

Lient. Losser and wife,

Surgeon Patterlee, Mr. Wistz, Assistant Surge Lieut. Murray, of the U. S. Navy, Mrs. Chase and one child, Mr. G. W. Aspinwall, Antonio Falco, late Brasilian Consul in N. Y

Mr. I aerade and wife. F. H. Southworth. Rev. Mr. Cooper, wife and four children Miss L. Eaton.

Miss Lucy Moor and Mr. Tamworth, Engineer. Officers and crew saved by the Kilby 37

remain yours, &c. FREDERIC H. SOUTHWORTH.

Ship LCCT Thompson, 50 Miles off Sandt Hook, } Friday, Jan. 13, 1854. Ms. BENNETT-I continue my long spistle to you, already prepared, and must say that our sufferings have been truly awful, from the want of sustenance. We are still cried many rails, jet none of them have answered our Lucy thempson, from Liverpool to New York, and will soon, under the kindness of Providence, be safely moored in harbor. Our beds on board the Kilby were cotton and cotton bales, and our daily allowance sea biscult, a small piece of fried ham, and a pint of water, until at length we broke into the cargo, and corn perching it, and this parched corn had been our food for son, Captein C. B. Pendleton, hove in sight, and took us on board. Three or four passengers and ten or twelve soldiers nobly volunteered to remain with Captain Low,

The passengers who remained on board the Kilby, in preference to taking the Lucy Thompson, were:—

F. H. SOUTHWORTH. THE LANDING OF THE KILBY'S PASSEN-

THE LANDING OF THE KILBY'S PASSENGERS, ETC.

Sunar Monning, Jan. 18—12½ o'clock.

At half-past ten o'clock last Saturday night Colonel
Swords. Deputy Quartermaster, ordered that preparation
alpused be made to charter a steamer to go in search of
the Kilby, owing to the report of her condition brought to
his office by the men of pilot boat No. 17, (the Phantom).

After a little time the steaming Levisiban was ordered
to prepare for sea, and her master immediately went to
lay in coal and provisions. In the meantime, Mr. Synthworth and others, lastics and gentlemen, who were taken
tous the Lusy Thompson, arrived at the barge office,
whitehall, set immediaty passeded to the different
hotels in the city.

The majority of them were landed at the Aster House, and certainly arrived there is a mo. t deporable condi-tion. The ladies were in a pitiable pl. ht; they were cold, lurgry, wet, and almost naked. In a few moments, however, they began to revive; kind faces smile, upon slater voices comforted them. They were refreshed by baths, and supplied with warm garments by the ladies in the hotel, whilst Messrs. Coleman & Stetson presided with joy over the movements of their servants, who seemed ready to anticipate the kind wishes of their em

Mr. Southworth baving formerly boarded in the neighperhood of State street, near to the office of the Commissary Gereral, did not come up.

He was waited upon by Mr. Hail, with other gentlemen of that office, and our reporter, and particularly ques-tioned as to the state of the Kilby, the number of persons left on board of her, and the necessity of sending a steamer at that hour to her assistance.

After hearing his statement it was judged that it was not absolutely necessary to charter a boat to go to her, and the Leviathan was consequently discharged, with issac Gay nor and John Anderson, of the pilot boat Phantem, who were ready to proceed in her. Mr. Scuthworth stated that the soldiers remaining on board the Kilby volunteered to stay, in order to work the

Wyre might have come off, but that she was so nervous from exhaustion she would not venture to trust herself down the side. The Brazilan Consul remained on boar! the Kilby. It is true that the Kilby was sixty sight days from New Orleans, owing to the fact of her having to put into Ber-

pumps and keep her affeat; and also that Mrs. Major

muds, and satisd from there before the Lucy Thompson

NAMES OF THE SOLDIERS ON THE KILBY
AND LUCY THOMPSON.
MEMBERS OF COMPANIES A, D, G, H, I, K, AND L,
SAVED.
Sergeant McIntire,
Private Redmayne,
Relman.

Taylor,
Sloomsnrich
Contailo,
Baylen,
Adams,
Bower,
Bower,
Bower,
Cavanagh,
Collins,
Conceghan,
Corrie,
Duyer,
G'asd,
Keily, 2d.
Keleher,
Knowles,
Lund,

All of these, excepting the passengers above named and the thirteen soldiers who volunteered to remain with the Kilby, arrived in the Lucy Thompson.

ADDITIONAL BY THE THREE BELLS.

Visit of Our Reporter to the Ship Three Bells and Bedloe's Island-Names of the Living and the Dead-Interesting Statement of the Disaster.

Our reporters were employed yesterday in col-lecting further particulars relative to the shipwreck of the ill fated steamship San Francisco. They first paid a visit to the ship Three Bells, lying off the Battery, where they learned that all the passengers taken off the San Francisco by that vessel had been transferred on board of a steemer, at 9 o'clock that morning, and were landed on Estiles's Island, whither they were removed by order of their community officer. Recordingly, our reporters ter-mediately hired a boat, and by strenucus exertions on the part of the beatmen—for the wind blew a gaie all day ed there, where they learned the following particular lars from the sergeants of the different companies arrived there from the Three Bells. The following is as full and e r ect a list of the lost and saved as can be obtained

CORRECT LIST OF THE NAMES OF THE U.S.
TROOPS LOST AND SAVED.
COMPANY A.
Saved.
Private Canningham,

COMPANY B. rect list of the names of the s vivors belonging to this company, but we will furnish it



Private Buckley, Private We Private Haage. Private L'eskell, COMPANY K. Sergeant McKenzie, Private King. McEntyre. Musician Stewart, -Private Private Strouse Private Private Dehl. Corporal Morris. Private Ballard.

MUSTER ROLL OF THE COMPANIES OF THE THIRD ARTILLERY, TAKEN AT BEDLOE'S.

SCENES AND INCIDENTS.

by our reporter from Sergeant Brown of company G, who was one of the most active participators in this sad affair. Every circumstance connected with it, however tri section in which it appears:-

SERGEANT ELIJAH R. BROWN'S STATEMENT. On the night of Dec. 2s the swell first so not us. After the much property our record for ther steerage way and broached to. She then shipped a sea which carried Taylor and wife. Col. Washington, Captain Fields, and next sea swept her decks entirely, and carried away the cattle and the men's sleeping place on the upper deck I was fearful that the women would get out, and I fastened the doors when they went down below in the second cable. I then went forward, and was swept overthe vessel. There were several in the water, and three be side myself were saved by the waves throwing us back. After this all hands commenced baling at once. I formed the whole regiment on board into reliefs, and we continued the baling incessantly for six days and six nights. During five days and five nights I never left my station, until stand, and then I stood upon my knees until the Com dore came and pulled me away. At the worst time of all, and when we were shipping the most water, one of the corporals gave the alarm of fire. At this alarm all the inmates of the lower cabin who were employed in baling rushed simultaneously for the door, and put an end to revolver, and threatened to shoot any man who repeated the alarm. That quieted them and they went on with their work again. We were next ordered to cut away the forward hurricare deck. During this a heavy gale arose, so that we were forced to lash ourselves to the guard lines while outling. She then shipped a sea, and I was again thrown over and struck the side of the vessel,

baling, but I refused, and told her to go back to her berth. She afterwards died. Her death was very affecting. She was attacked by sudden indisposition, resembling

being prevented from reaching the sea by the lashing

While the heavy sea was pouring over the decks the live stock became very unmanageable, and broke through the partition which divided them from the men. Come, hogs and men were all mirgled together, and caused so During the storm I was washed everboard three times, and once jumped in after a deguerrectype portrait which

I lost out of my pocket. I lost everything, including \$1,150 in gold, which was taken from my trunk. Every trunk was broken open before it was thrown overboard
I found on the wreck a book with this inscription on the Sy leaf :- "Miss Lydia Merchant, from her friend, Mrs Careline Phillips, Newburyport, Mass., 1852." The volume is one of a juvenile series, and handsomely bound. I intend to send it to her. Many of the ladies exposed themselves unn

during the whole time, and one of them, while standing upon the main deck, in imminent danger of being swept way by the surf, I was forced to carry down below. The non-commissions i officers and men exerted them-selves to their utmost. In fact, some of them worked until they dropped down from sheer fatigue.

A man named Mit, a private of Company K, wag on deck when the upper deck fell on him, and his head went through a skylight in such a way that he was but slightly injured, excepting that a splinter of the wood ran into his cheek, and, as we could not extract it, the wound healed up and it remains there now.

pumps we could get nothing to eat but biscuit and sold

sailors showed an unconquerable aversion to going near a dead body. On one occasion the body of the carpenter's

presence of mind throughout the whole of the time. Some of them would come up to me and ask me whether we were in danger, and when I replied that there was great danger, but everything depended upon our own exertions, they appeared perfectly satisfied, and returned to their

with the hard usage through which it had gone, which had been the companion of Colonel Washington through many years, and was saved by Lieutenant Wimler from the comprised everything saved by this contlam

MEETING AT THE MERCHANTS' EXCHANGE. HE NUBLE ADSCUR OF THE PASSENGERS FROM THE WHECK OF THE STRANSHIP SAN FRANCISCO.

We know of no event which has excited a desper feeling of serrow for the loss of life by the wreek of the ila fated steamer San Francisco or greater admiration for the b eroic and noble conduct of the commanders of the Three B. Ils, Kilby, and Antarctis; whe so nob's stood by the wreck atil all who were living were saved, than that

manifested an. one our commercial men generally.

After a short p. revio. a notice, a large meeting was convened in the Roto. ada . N. the Merchants' Exchange, at about half past three, P. M. There were probably ov a thousand merchants and bu tiness men present. The meeting was called to a view by Col. James Lee, who moved that Mr. George Gr. swold should take the

hair. This was carried meanim ously. The following selstant officers were then appoint d:-Fice Presidents—Measure Agness Bryn D. Thomas Tileston, Mores H. Grinnell, Chas. H. Marchall, N. E. Morgen, Walter R. Jones, Mortimer Livingston.

Scretaries—Measure E. C. Bogart, Charles Carox, F. G. Foster, R. C. Goodhue.

Mr. Peiltiah Perret then rose to offer several appropriate resolutions. He stated that the solemu octasion which had brought them together was so well known to all, and the feeling of praise in favor of the noble conduct of those who had so heroically rescued the passengers of the steamer Sen Francisco was so general, that

gers of the steamer Sen Francisco was so general, that no lengthened remarks from him were necessary. He then proceeded to read the resolutions as follows:—

Resolved, As the sense of this mesting, that the highest praise is due to Uptain Creighton, of the British ship Three Bells, of Glasgoy: Captan —, of the bark Kilby, of Roston, and Captain Stouffer, of the ship Antarctic, of New York, for their humans, generous and heroic conduct, in resoning the passengers, officers and crew, of the steamer San Francisco, in their late persons exposure on the ocean, which was accomplished at the imminent hazard of the lives of these not le hearted men, and those who acted under their command.

Resolved, That as an expression of the high sense en tertained by this community of their magnanimous conduct, a piece of plate be presented to Captain Creighton, Captain —, and Captain Stouffer, and that some proper testimonial be presented to each of the officers and crew of the ships above named at the discretion of the committee appointed by the commentee appointed be authorised to colicit funds from our own fellow citizens for the purposes ramed, and to persent the testimonials to the persons designated, and that the committee appoints by the some selegiance, and that the committee have power to add to their number.

Recolved, That a petition to both Houses of Congress be prepared by the said committee, and that the signatures of our fellow citizens be obtained to it, requesting that ample provision be made by the government of the United States are my from the wreck of the San Francisco, and to grant some testimonial of approbation to the commanders and owners of the vessels above named in their endeavors to same the lives of the officers and soldiers of the United States army from the wreck of the San Francisco, and to grant some testimonial of approbation to the commanders, efficiers and crews of the Tree Bella, Kilby, and Antarotte.

Resolved, That these resolutions be signed by the officers of the mice of the discretion of

The following committee was appointed to solicit funds for the surpose of carrying out the objects framed in the

esolutions, after which an adjournment took place. W. H. Aspinwall,
P. Perit,
D. Duer,
K. L. Taylor,
M. Merlitt,
A. A. Low,
James Lee,
A. C. Kingsland,
Watt Sherman,
Caleb Baratow,
Reyal Phelps,
A. B. Neilson,
Z. Cook
Joseph Wa ker,
Jose

everybody, and a general desire was expressed to meet him on 'Change and shake him by the hand. The con-duct of Capt. Watkins and his officers, as well as the cool and brave course of the United States Army officers, was also highly commended. During the meeting Capt. Creighton was loudly called for, and had he appeared on the stand he would have been loudly and enthusiastically cheered.

Mr Mellus, the mate of the San Francisco, at the con-

lu-ion of the meeting, got as far as the portico of the xotange, and was immediately surrounded, warmly sha en by the hand, and cordially congratulated on his exape from destruction.

well as Mr. Mellus, that Captain Watkins did not scuttle the ship, and there was scarce'y a doubt but she went down in less than twenty four hours after ake was aban

General Weel left here this morning for New York, for the purpose of replacing the officers and men lost on the

TROY, Jan. 14, 1854

Marine Affairs. More Suffering AT SEA -The schooner Flying Engle, of Thomaston, Capt. Post, the failing in of which in distress was announced in our marine columns a day or two back, was finally abandoned on the 8th inst. by her captain and crew, who arrived here on Friday in the brig S. G. Bass. The Flying Eagle had been thirty days on her passage from Havana for Portland. When fallen in with all on board were down with fever, and had been seven days without food, water or fire. The vessel's galley, boats, sails, &c., had been swept away, and in consequence of the crew's sickness the decks could not be cleared of the wreck. When abandoned she had four feet water in her

THE BRITISH SCREW STRANSHIP AND STRANSHIP AND STREET AN at first supposed. The hull is entirely good, and all her timbers as sound as when first set in their places. The burning is confined to the light wood work amidships and this noble vessel will again float upon the waters in all

DEATHS BY CHOLERA AT SEA.—The packet ship Continent arrived yesterday from Liverpool, lost fifty-four of her atterage passengers by cholers. The Continent had a boisterous passage of 42 days.

Prom Minnesota and the Far Northwest. The St Paul, (Minnesota) Democrat of December 28th, contains the following news from that remote quarter—We learn from Mr. Marks, who came down from the Wisnesogo country on Monday, that the Winnesogo are astrenching themselves on Crow River, and are preparing for hostilities with the Chippewas. A party of seven Winnesagoes, who were hunting near the forth of Crow River a short time since, were fired upon whilst seated around their evening camp fire, by a party of Clappewas, and one of the number shot through the body. The Chippewas immediately field under over of the darkness. The wounded inclan is still living, but is not expected to recover. The continuance of these retailatory murders between the two tribes precludes the hope of any lasting peace being established between them.

Mr. D. L. Fuller, who came down from Grow Wing earlier of the control of t

The sloop-of-war Decatur and revenue entire Morris sailed from Nantasket Roads on Friday morning in search